

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	TF	22/09/2020
Planning Development Manager authorisation:	AN	22/09/2020
Admin checks / despatch completed	CC	24/09/2020
Technician Final Checks/ Scanned / LC Notified / UU Emails:	BB	24/09/2020

Application: 20/00339/FUL **Town / Parish:** Harwich Town Council

Applicant: Edward Funnell - Abellio East Anglia Limited

Address: Harwich Train Maintenance Centre A120 Bypass Harwich

Development: Variation of condition 4 (Noise Control) of approved planning application 19/00388/FUL to allow 24 hour working up to 7 days per week.

1. Town / Parish Council

Harwich Town Council No comments received.

2. Consultation Responses

TDC Environmental
Protection
09.07.2020 (updated)

EP have reviewed this application and previous comments, the applicant has sufficiently demonstrated that they can minimise the impact of noise by implementing the noise reducing features as shown in noise report and the drawings of the acoustic screenings, therefore EP have no further comments to make in relation to this application.

Essex Wildlife Trust

No comments received.

ECC Highways Dept
06.04.2020

The Highway Authority does not object to the proposals as submitted.

Informative 1: All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway Authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO1 - Essex Highways
Colchester Highways Depot,
653 The Crescent,
Colchester
CO4 9YQ

TDC Environmental
Protection
04.06.2020

20/00339/FUL - A120 Bypass, Harwich, Essex, CO12 3NF

With reference to the submission of the revised noise assessment in

relation to the Wheel Lathe Project, dated June 2020; I can confirm that the Environmental Protection team are satisfied that under the provision of correct design and implementation of relevant mitigation measures, the impact of the wheel lathe project, and associated activities, meet the relevant applicable criteria, leaving no provision to object to the application.

The recommendations for the mitigation measures as outlined in Part 4.4 of the report, and referred to in part 7.1.2, namely -

"The assessed mitigation measures are absorptive treatment to the lathe pit wall and internal surfaces within the proposed building, and a 6.5m high acoustic barrier located where the train enters the building" should be considered within the design of the project and assessed in relation to the efficacy, to include any potential and foreseeable variation in activities associated with the proposal, should permission be granted.

The EP Team are therefore requesting that the following condition, as outlined in 4.8.6 of the report, be attached should the proposed development be approved -

"Prior to the commencement of any work associated with the proposed development, a detailed scheme for the mitigation of noise from the operation of the wheelset lathe machine should be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the opening of the proposed development"

Reason: To protect the amenity of nearby residential dwellings

3. Planning History

96/00989/FUL	(Land to north and south of and upon the Ramsey River, Dovercourt) Construction of carriageways, associated roundabouts and driver crossings as part of Parkeston Relief Road	Approved	10.09.1996
98/00451/FUL	(Parkeston and Dovercourt) CC/TEN/11/98 - Construction of Phase 1B and Stage 2 of the A120 Parkeston Bypass	Approved	12.05.1998
06/01859/TELCO M	Installation of telecommunications equipment.	Determination	22.12.2006
17/30169/PREAPP	Demolition of agricultural building and erection of commercial building.		17.06.2019
18/01201/EIASC	Proposed new facility to be known as the Harwich Train Maintenance Centre.	Withdrawn	24.07.2018
18/30156/PREAPP	Construction of a new facility for		30.10.2018

	the purposes of train maintenance, infrequent specialist under train cleaning and the storage of train spares.		
18/01270/EIASCR	Proposed new facility to be known as the Harwich Train Maintenance Centre.		14.08.2018
19/00388/FUL	Construction of a new facility for the purposes of train maintenance and the storage of train spares.	Approved	10.06.2019
20/00339/FUL	Variation of condition 4 (Noise Control) of approved planning application 19/00388/FUL to allow 24 hour working up to 7 days per week.	Current	

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Tendring District Local Plan 2007

QL3	Minimising and Managing Flood Risk
QL9	Design of New Development
QL10	Designing New Development to Meet Functional Needs
QL11	Environmental Impacts and Compatibility of Uses
ER7	Business, Industrial and Warehouse Proposals
COM21	Light Pollution
COM22	Noise Pollution
COM23	General Pollution
EN1	Landscape Character
EN6	Biodiversity
EN6A	Protected Species
EN11A	Protection of International Sites European Sites and RAMSAR Sites
EN11B	Protection of National Sites SSSI's, National Nature Reserves, Nature Conservation Review Sites, Geological Conservation Review Sites
EN11C	Protection of Local Sites: Local Nature Reserves, County Wildlife Sites, Regionally Important Geological/Geomorphological Sites
TR1A	Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

PPL1 Development and Flood Risk

PPL3 The Rural Landscape

PPL4 Biodiversity and Geodiversity

CP1 Sustainable Transport and Accessibility

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2019) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018, with further hearing sessions in January 2020. The Inspector issued his findings in respect of the legal compliance and soundness of the Section 1 Plan in May 2020. He confirmed that the plan was legally compliant and that the housing and employment targets for each of the North Essex Authorities, including Tendring, were sound. However, he has recommended that for the plan to proceed to adoption, modifications will be required – including the removal of two of the three Garden Communities 'Garden Communities' proposed along the A120 (to the West of Braintree and on the Colchester/Braintree Border) that were designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033.

The three North Essex Authorities are currently considering the Inspector's advice and the implications of such modifications with a view to agreeing a way forward for the Local Plan. With the Local Plan requiring modifications which, in due course, will be the subject of consultation on their own right, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications – increasing with each stage of the plan-making process.

The examination of Section 2 of the Local Plan (which contains more specific policies and proposals for Tendring) will progress once modifications to the Section 1 have been consulted upon and agreed by the Inspector. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

5. Officer Appraisal (including Site Description and Proposal)

Site Description

The site, which extends to approximately 2.5ha, is located at the northern edge of Harwich on reclaimed, levelled ground that was formerly part of the foreshore and intertidal zone. It lies at 3-

4m above Ordnance datum (AOD). The River Stour estuary lies 150m north-east of the site at its closest point. Ground cover consists of gravel, moss and vegetation. A water filled cutting is present at the north-western boundary of the site.

The site is bounded to the south and west by the mainline railway (Harwich Town to London Liverpool Street) which follows the historic shoreline along a gently rising and sparsely wooded area of ground, beyond which lies residential housing (including the Williamsburg Avenue estate/Confield Park built out post-2000).

To the north and east the site is bounded by the A120 carriageway and open ground. A flyover section of the A120 crosses the centre of the site on an east/west alignment.

Proposal

The site is subject of a full planning permission for the proposed construction of a train maintenance centre, service yard, store, office and ancillary facilities (i.e. canteen and toilets), with a car park to provide 11 no. car parking spaces, 2 no. disabled spaces, 10 no. cycle spaces and 3 no. powered two wheeled vehicle spaces. The facility is to include a rail track connection to the existing carriage sidings and the building will house specialist machinery for re-profiling train wheels.

As approved, the proposed maintenance building would have two distinct mono-pitched elements with a single storey link which acts to break up the bulk of the building. The higher mono-pitched element fronting onto the A120 extends to a ridge height of 11.74m, whilst the rear mono-pitched section extends to a height of approximately 9.7m. The building would have a steel framed construction with steel sheet covering. The external walls would comprise horizontal composite panel feature cladding principally in dark grey, medium grey, light grey and white, with elements of red to add some interest and visual contrast. The roof would comprise white/light grey steel sheeting; and windows and doors would be dark grey aluminium framed. Access is proposed to be taken from the existing roundabout to the east of the site.

As part of the approved scheme, a planning condition was imposed (condition 4 of planning approval ref. 19/00388/FUL) to control noise emanating from the development by restricting the hours of use of machinery and deliveries. This reads as follows:

No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site outside the following times 06:00 hours to 22:00 hours Mondays to Saturdays and not at any time on Sundays or Public Holidays.

The reason for this condition was as follows:

To ensure that the development is carried out in a controlled manner while minimising impacts on the surrounding residential properties.

This application seeks to vary condition 4 to allow for 24 hour operations 7 days a week.

Principle of Development

The principle of development has already been considered and accepted through the 2019 planning permission.

Impact on Neighbours

Policy ER7 of the Saved Local Plan states that in considering proposals for the establishment, expansion or change of use to business, industrial or warehousing sites, the Council will need to be satisfied that there is no unacceptable impact on amenity in terms of appearance, noise, smell, dirt or other pollution.

Policy QL9 of the Saved Local Plan states that all new development should be compatible with surrounding land uses and minimise any adverse environmental impacts and that development will only be permitted if a set criteria is met. The criteria include (amongst other things) the following:

- o The development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;
- o The development, including any additional road traffic arising, will not have a materially damaging impact on air, land, water (including ground water), amenity, health or other forms of pollution or nuisance.

Given the proximity of the site to residential properties, there is potential for the proposal to have an adverse impact on the amenities of neighbouring residents in terms of noise disturbance. Accordingly, the approved application was supported by a Noise Assessment Report and Construction Method Statement (Design Stage) and the Council's Environmental Protection Team confirmed that both were satisfactory. However, in order to minimise potential nuisance to nearby existing residents it was recommended that a number of planning conditions be imposed to control construction in terms of noise and emissions.

With respect to operational activities, the Noise Assessment Report submitted with the approved application indicated that the level of impact associated with the operation of the proposed development during daytime and evening periods would be of a level that would be likely to be an indication of having an adverse impact during the daytime and significant adverse impact at night-time to the nearest residential receptor (residential dwellings located on Yorktown Road). However, this assessment was based on a 'worst-case' operating scenario where the use of the wheelset lathe machine is continuous throughout the assessment period when in fact this is unlikely to be the case in reality. Furthermore, with mitigation, it was considered that a suitably worded planning condition - to include a restriction on operating hours – would ensure that the noise impact of the proposed development at the nearby noise sensitive receptors would be acceptable. Accordingly, condition 4 was imposed on the planning permission.

As part of this application to vary condition 4 of application ref. 19/00388/FUL, the applicant has submitted a Noise Assessment which has been subject to detailed discussions with the Council's Environmental Protection Team. Following the submission of a revised noise assessment dated June 2020, Environmental Protection are now satisfied that under the provision of correct design and implementation of relevant mitigation measures, the impact of the wheel lathe project, and associated activities, meet the relevant applicable criteria, they raise no objections to the relaxation of the noise control condition.

More specifically the recommendations for mitigation measures contained in the Noise Assessment are as follows:

“The assessed mitigation measures are absorptive treatment to the lathe pit wall and internal surfaces within the proposed building, and a 6.5m high acoustic barrier located where the train enters the building.”

Accordingly, Environmental Protection raise no objections to the variation of the condition subject to the imposition of the following condition:

"Prior to the commencement of any work associated with the proposed development, a detailed scheme for the mitigation of noise from the operation of the wheelset lathe machine should be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the opening of the proposed development"

To further clarify matters with respect to the acoustic barrier, a plan was requested clearly setting out the details and location of the barrier and this was submitted in the form of drawing no. P6335-410-520 (Acoustic Screen General Arrangement).

In conclusion, the removal of the current noise control condition is considered acceptable in terms of residential amenities subject to the control mechanisms that remain in condition 4 below and the scheme being implemented in accordance with drawing no. P6335-410-520, which sets out a requirement for an acoustic barrier adjacent to the entrance to the new facility.

Other considerations

Ecological, flood risk and highway safety considerations were assessed under the approved scheme and there are no aspects of this current application which alter those conclusions.

1 letter of representation has been received from a local resident raising concerns at the proposed 24 hour working hour proposition. These concerns have been considered and fully assessed within the main body of this report.

6. Recommendation

Approval - Full

7. Conditions / Reasons for Refusal

1 The development hereby permitted shall commence on or before 10 June 2022.

Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be constructed in accordance with the external material specifications shown on approved drawing no. P6335-410-PS-103 unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of visual amenity and the character of the area.

3 Notwithstanding the landscape details shown on submitted drawing P6335-410-PS-105, no development shall take place until a scheme of hard and soft landscaping works for the site, to include details of new screen planting to the boundary with the A120, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be provided prior to occupation of the development and retained thereafter in the agreed form.

Reason - In the interests of visual amenity and the character of the area.

4 Prior to the commencement of any work associated with the development a detailed scheme for the mitigation of noise from the operation of the wheelset lathe machine shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the opening of the proposed development and be retained thereafter.

Reason - To protect the amenities of occupiers of residential properties close to the site.

5 No development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority, a full construction method statement to address the following:

Noise Control

1) The use of barriers to mitigate the impact of noisy operations will be used where possible.

2) No vehicle connected with the works to arrive on site before 07:30 or leave after 19:00 (except in the case of emergency). Working hours to be restricted between 08:00 and 18:00 Monday to Saturday (finishing at 13:00 on Saturday) with no working of any kind permitted on Sundays or any Public/Bank Holidays.

3) The selection and use of machinery to operate on site, and working practices to be adopted will as a minimum requirement, be compliant with the standards laid out in British Standard 5228:2014.

4) Mobile plant to be resident on site during extended works shall be fitted with non-audible reversing alarms (subject to HSE agreement).

- 5) Prior to the commencement of any piling works which may be necessary, a full method statement shall be agreed in writing with the Planning Authority (in consultation with Pollution and Environmental Control). This will contain a rationale for the piling method chosen and details of the techniques to be employed which minimise noise and vibration to nearby residents.
- 6) If there is a requirement to work outside of the recommended hours the applicant or contractor must submit a request in writing for approval by Pollution and Environmental Control prior to the commencement of works.

Emission Control

- 1) All waste arising from the ground clearance and construction processes to be recycled or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
- 2) No materials produced as a result of the site development or clearance shall be burned on site. All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.
- 3) All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.

Highways Related

- 1) The parking of vehicles of site operatives and visitors
- 2) Loading and unloading of plant and materials
- 3) Storage of plant and materials used in constructing the development
- 4) Wheel and underbody washing facilities

Reason - To ensure that the development is carried out in a controlled manner while minimising impacts on the surrounding residential properties and to ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interest of highway safety.

- 6 The proposed development shall not be occupied until such time as the vehicle parking area and internal road layout indicated on the approved plans, including any spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason - To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided.

- 7 The powered two wheeler/cycle parking facilities as shown on approved plan no. P6335-410-PS-102 shall be provided prior to the first occupation of the development and retained at all times.

Reason - To ensure appropriate powered two wheeler and bicycle parking is provided in the interests of highway safety and amenity.

- 8 Prior to the first use of any external lighting / floodlighting within the development site, the light source shall be so positioned and shielded, in perpetuity, to ensure that users of the highway are not affected by dazzle and / or glare, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure that users of the highway are not subjected to glare and dazzle from lighting within the development site in the interest of highway safety.

- 9 Prior to commencement of site clearance and construction an Ecological Mitigation Method Statement - to include timings of delivery of mitigation and enhancement measures - shall

be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason - To ensure the protection and enhancement of the site's nature conservation interest.

- 10 Prior to occupation of the development an Ecological Management Plan, setting out the proposed aftercare and long term management of retained habitats shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason - To ensure the protection and enhancement of the site's nature conservation interest.

- 11 No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme should include but not be limited to:
- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure
 - Final modelling and calculations for all areas of the drainage system, including calculations to show flood risk within the pipe network
 - A depth of 1.0m should be maintained between the underside of the infiltration drainage and the groundwater level
 - Detailed engineering drawings of each component of the drainage scheme.
 - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
 - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.
- The scheme shall subsequently be implemented prior to occupation.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

- 12 No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall subsequently be implemented as approved.

Reason -The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water

being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

- 13 No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason - To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

- 14 The applicant or any successor in title must maintain yearly logs of the surface water drainage system maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason - To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

- 15 The development hereby permitted shall be carried out in accordance with the following approved plans: P6335-410-PS-102, P6335-410-PS-103, P6335-410-PS-104 and P6335-410-520.

Reason – For the avoidance of doubt and in the interests of proper planning.

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

On the completion of the development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area it covers and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority.

The construction vehicle route to the site (from the west) should be clearly signed and a strict regime of wheel washing and street cleaning should be in place in the vicinity of the roundabout access to the site.

All work within or affecting the highway is to be laid out and constructed by prior arrangement with and to the requirements and specifications of the Highway authority; all details shall be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SM01 - Essex Highways
Colchester Highways Depot

653 The Crescent
Colchester
CO4 9YQ

The Highways Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

The Lead Local Flood Authority (LLFA) recommend that consideration is given to the use of flood proofing measures to reduce the impact of flooding when it occurs. Both flood resilience and resistance measures can be used for flood proofing.

Flood resilient buildings are designed to reduce the consequences of flooding and speed up recovery from the effects of flooding; flood resistant construction can help prevent or minimise the amount of water entering a building. The National Planning Policy Framework confirms that resilient construction is favoured as it can be achieved more consistently and is less likely to encourage occupants to remain in buildings that could be at risk of rapid inundation.

Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. Consultation with your building control department is recommended when determining if flood proofing measures are effective.

Further information can be found in the Department for Communities and Local Government publications 'Preparing for Floods' and 'Improving the flood performance of new buildings'.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.

Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.

Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.

It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.

Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

Are there any letters to be sent to applicant / agent with the decision? If so please specify:	YES	NO
Are there any third parties to be informed of the decision? If so, please specify:	YES	NO